

**6. Briefly identify adopted plans for the area and discuss whether the proposed action is compatible with the plan. (For example, the following may be considered: Regional Planning Commission Plans, Transportation Improvement Program, State Transportation Improvement Plan, Local zoning and land use plans, DOT Storm Water Management Plans, Others.)**

The August 1996 Brown County Transportation Plan recommended that the capacity of the Claude Allouez Bridge and surrounding streets should be increased. Both Alternative 3 (two-bridge) and Alternative 4 (single four-lane bridge) are compatible with the Plan.

In 1998 a Claude Allouez Bridge Location Study was completed for the project (**Claude Allouez Bridge Location Study (Appendix F)**). The Location Study included an analysis of the traffic flow on the approaches to the bridge. In conjunction with the study, a City of De Pere Ad Hoc Planning Committee was formed. The Ad Hoc Committee acted as facilitators for public involvement and as an advisory group to the City. The Ad Hoc Committee was made up of citizen representatives, a local elementary school (Notre Dame School), De Pere Business Association, local Industry (Nicolet paper Company), St. Norbert College, and Brown County Highway Department, as well as City of De Pere Department Staff (i.e. DPW, Planning etc.)

The Claude Allouez Bridge Location Study evaluated existing traffic, future traffic projections, bridge structure types, real estate costs, roadway costs and bridge costs for a preferred group of Build alternatives. The Study ranked the single four-lane bridge (Alternative 4) as the best alternative slightly ahead of the multiple one-way, two-lane bridges (Alternative 3).

The Claude Allouez Ad Hoc Committee, recommended approval of the four-lane bridge alternative (relocated south of the De Pere dam) to the City Board of Public Works. The Board of Public Works, after reviewing the recommendation of the Ad Hoc Committee, supported the four-lane bridge and recommended it to the De Pere City Council. On September 15, 1998, the De Pere Common Council passed Resolution #98-89, which rejected the Alternative 4 recommendation and approved Alternative 3 for the future Claude Allouez Bridge replacement.

The *City of De Pere Comprehensive Plan* was prepared in February 2000 by Community Development Systems. A copy of that plan is included as (**City of De Pere Comprehensive Plan – February 28, 2000**) (**Appendix J**).

The plan noted that the “traffic problems (particularly across the river) and a perception of two separate east-west communities as opposed to one unified community are the City’s greatest weaknesses.” The plan also states the “(transportation) vision for De Pere in 2020 is a community, which has safe streets and highways, where traffic congestion is minimized, which offers safe pedestrian routes and trails, and which utilizes public transit opportunities effectively. We also envision a community with convenient river crossings.” The replacement of the Claude Allouez Bridge with a one-way pair of bridges was cited as the selected alternative in the Comprehensive Plan.

At the October 17, 2000 De Pere City Council meeting, Resolution #00-121 (**De Pere Resolution #00-121 – October 19, 2000**) (**Appendix K**), Supporting Additional Analysis of Claude Allouez Bridge Replacement Alternatives, was unanimously approved by the Common Council. The resolution states that additional analyses need to be conducted of the bridge alternatives. Specifically, alternatives that utilize Wisconsin Street on the east side of the Fox River should continue to be evaluated under this resolution. This Environmental Document complies with Resolution #00-121.